COLORADO SPRINGS GAZETTE.

NUMBER 1311 COLORADO SPRINGS, COLO., TUESDAY, OCTOBER 25, 1887 PRICE FIVE CENTS.

MARINE DISASTERS.

The Great Lakes Swept by a Violent Storm.

Wrecks, with Loss of Life, Reported from all Sides.

The Training Ship Portsmouth Ashore on the Rocks.

Fears Felt for Three Hundred Persons on Board.

[Lake Disasters.]

CHICAGO, October 24.—A gale swept [illegible] the wind attaining [illegible] miles per hour and [illegible] sixty miles per hour. [illegible] crossed the lake [illegible] whereupon Master [illegible] Cox, the [illegible] crews of two were rescued.

[Two Lives Lost.]

MILWAUKEE, Wis., October 24.—The [illegible] Plymouth is now [illegible] The crew of [illegible] reported that seven [illegible] were lost. The crew of [illegible] which reached [illegible] reported that seven men [illegible] The crew of Alva Beach, which [illegible] whose names are [illegible] on the vessel.

[A Vessel Ashore and Crew Saved.]

CHICAGO, October 24.—The three-masted schooner Zack Chandler of Cleveland was driven on the beach at Michigan City last night. All sails [illegible] were broken out, decks [illegible] and crew were compelled to lash themselves to the rigging. At nine o'clock this morning it was reported that the Captain Goodwin of the life-saving crew, went to the wreck in a special train. The crew was rescued after considerable delay.

[SORRY IN THE DARK.]

SAND BEACH, Mich., October, 24.—The propeller Quincy big Gun in this morning and reported that while eight miles above the harbor, at 11 o'clock last night, with the [illegible] Pratt's and Morris in tow, the line parted and the barges went adrift. Neither boat could have lived the night out.

[FEARS FOR A STEAM BARGE.]

GRAND HAVEN, Mich., October 24.—Nothing has been heard from the large Argonaut since she steamed westward last evening. As her steering gear was poor what during weather are entertained for her safety. There were [illegible] men on board.

[BOAT AND CREW LOST.]

PORT DALHOUSIE, Ontario, October 24.—A large [illegible] last night in tow of a propeller broke her tow line during severe weather and sank with her crew of [illegible] persons.

[A PROPELLER ASHORE.]

DETROIT, October 24.—A special from Cheboygan, Michigan, says: The [illegible] got [illegible] Delaware, [illegible] got hard [illegible] Sheldon in the [illegible] of last night [illegible] miles below here and will probably be [illegible] She is valued at $70,000.

NEWPORT, R. I., October 24.—The United States training ship Portsmouth is ashore off Point Judith and is [illegible] the gale which is raging will give her no rest. The [illegible] are [illegible] on board. Admiral [illegible] sent the Dolphin to render the Portsmouth assistance.

NEWPORT, R. I., October 24.—A [illegible] o'clock by Captain Waters says the Portsmouth is sending up signals but they cannot be read.

[A Colliery Horror.]

LONDON, October 24.—The Walker [illegible] at Newcastle on [illegible] Three [illegible] Five have been taken out dead, [illegible] remaining in the mine [illegible] be dead.

LONDON, October 24.—Twenty-seven [illegible] have been rescued alive. The total number of the dead is six.

[A Prohibition Point.]

WASHINGTON, October 24.—The United States supreme court today denied a motion to advance [illegible] made by Mr Parkhurst in the prohibition liquor cases from Iowa and one from Georgia. They involve the [illegible] questions which were presented in the Kansas case of Sutcliff and Hagelin, already argued. The attorney general of Kansas when by reason of disappearance could not appear to argue the latter case orally, was in court today and filed a petition for leave to make an oral argument now. The question presented is thus one very important one, as it involves the constitutionality of all prohibitory legislation since the adoption of the fourteenth amendment which does not provide for compensation to brewers and distillers for the value of property destroyed by the forcible closing of their establishments.

[The Detroits at Home.]

DETROIT, October 24.—The Detroit and St Louis base ball clubs arrived in this morning and were met at the depot by a large delegation of base ball cranks. A procession of carriages [illegible] escorted to the Russell [illegible] On a hand was formed and the [illegible] escorted to the Russell [illegible] reception was held. About [illegible] people attended the [illegible] afternoon [illegible] was fully as [illegible] as heretofore [illegible] against the Browns while Carruthers [illegible] hit freely during the game. Presents were presented with exquisite [illegible] from Spalding Bros of Chicago for [illegible] the team in batting Gastright with a handsome gold watch and chain, and Bennett with 300 silver dollars. Each he wheeled around the base [illegible] the yells and cheers of the crowd. The two clubs were banqueted at the Russell house to night, after which they took a train for Chicago, where they will play to morrow. The series will end at St Louis on Wednesday. Score:

Detroit	0	2	1	1	0	1	2	0	0	8
St Louis	1	0	0	0	0	0	0	0	1	2

Batteries—Baldwin and Carruthers [illegible] hits—Detroits 14, St Louis 5. Errors—Detroit 3, St Louis 5. Umpires—Kelly and Gaffney.

AN IRISH ROW.

[illegible] Member of Parliament Assaulted in Dublin.

[illegible] Participates in a Proscribed Meeting.

Sir Wilfrid Lawson Prevents His Arrest.

Nationalists Protest at the Government's Course.

[illegible]

[illegible]

[illegible]

THE GAZETTE.

PUBLISHED BY

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Mr. George W. Childs has many amiable weaknesses. He used to give all ladies who called at the Ledger office a teacup and saucer. He is now giving away Jersey cows. Mrs. Cleveland and President Roberts, of the Pennsylvania road, have already received them.

According to the Chicago Tribune, the Western Union does not by any means control all the telegraph lines of the country. It states that the Postal Telegraph Cable company has fifty thousand miles of land wire and the only direct cable between New York city, Liverpool and Paris. The lines of this company have been leased in connection with the Atlantic and Ohio. Its eastern connection has been over the B. & O., and its wires have been mainly in the northwest. If this company remains independent, it will be a powerful competitor of the Western Union as soon as it gets an eastern connection.

Usually, in an election contest, party papers support the party ticket without much regard to the character or quality of the candidates. It is, therefore, difficult for a voter not well informed to know how to make up his ticket practically on the basis of character and ability in determining his vote rather than party affiliations. In Arapahoe county the Republican party has no opposition, the party ticket but yet there is just as much difficulty in determining how to vote as though they did. These papers do not give any good reason for not supporting the ticket. They do not claim that the candidates were incompetent or unfair men. They simply ignore the matter. This is a mistake from any point of view. If they are fit men the party papers ought to support them. If these candidates are bad men, then these papers owe it to the community in which they are published to say so. If they can raise themselves entirely above party feeling to ignore the party ticket, they ought to be able to be honest, with their readers.

BISMARCK'S POLITICAL PORTRAITS.

The Rev. Dr. Moore Hunt Pitt of the main valley, has been a good subscriber of Fitz-Moore Phelps of Portraits, which have appeared in this column during the summer. Please read Dr. Moore's praise indeed. He is a man of the calibre. In the last number of the *Hesperus*, the editor points he reviews the Portraits and two page article from the New York Herald, followed by a letter to the editor of the Herald, in which the duties of citizenship than in the portrait of Moses Hallett. Seven a second sentiment of the failure of the Christian church to reach the toilers five which the extreme socialists are to be fed. Can the people of Hooker?

Relative to the above news, we do not The Gazette has indicated any would not endorse it, often hear it with increased power to the Democratic and Republican sense of those who come to Zion. Such home thoughts to be so wise. They don't tell they should to the response.

The interest in the portraits has been so great that arrangements are making to reproduce them in book form at once.

An exchange makes the following amusing comment on a rather serious episode:

Until within a few days Mr. Chauncey M. Depew has confined his utterances to subjects of a social, learned or religious, amusing or general character. He has reason to know that attaining listeners hang upon his instructive and witty words as they did upon those of no other man but he never received his full and proper due. A few reported sentences of his destroyed in one day $5,000,000 or more or less in values in Wall street. The next day it was incorrectly reported but nevertheless a thing of fact will teach Mr. Depew a lesson he will not soon forget. He carries an awful The Judge and with them in the

Mr. [illegible]

—Brooklyn Eagle.

TALKING BY SIGNS.

SOME EXPERIENCES OF BICYCLIST THOMAS STEVENS.

A Country Where a Nod of the Head Means "No" and a Shake "Yes"—How Curious People Acted When Spoken to By Machine—Universal Signs.

[illegible]

New York Sun: When I left New York to go around the world on a bicycle I had no idea that I should have to learn a new language. I supposed that I could get along very well in the countries I proposed to visit with the English I knew, and I did very well in most of them. In the Occidental countries I found the sublime depth of [illegible] universality.

All my experience of intercourse in more than a dozen different countries previously traversed in which my Pidgin English mystified the natives was of the Celestial empire. I avoided any opportunity to use it in China, and on my arrival at Yokohama I had learned enough of the Japanese language to get along very well. I found that the Japanese had a very keen sense of humor, and I was frequently amused at the ludicrous efforts of my self-constituted interpreters to make me understand the questions addressed to me by the natives. Sometimes, when in their very anxiety to help me they would put the words of my question into the mouth of the person addressed, and would look at him and say, "What is your name?" or "Where do you live?" when I knew very well that I was the one addressed.

All my experience of intercourse in the most remote districts of Japan, China and Europe has convinced me that the universal language of mankind is not words, but signs. Whenever I found myself in a country where I could not speak the language, I found that I could get along very well by signs. Whenever I found myself in a country where I could not speak the language, I found that I could get along very well by signs, and one of the most curious experiences of my whole journey was in the country where I could not speak a word of the language, and where I found no one who could speak a word of English. I refer to Persia. I had been told by those who had preceded me through Persia that I would find the Persians very much addicted to the habit of staring, and that I would be followed by crowds wherever I went. I found this to be true, but I found also that I could get along very well with the crowds by signs. Whenever I found myself surrounded by a crowd I would select the most intelligent looking man in the crowd, and would then make signs to him to keep the crowd back. This he would do by using his cane or his whip, and I found that the Persians were very much amused at the way in which I would make the man who was keeping the crowd back feel the importance of his position by deferring to him in every way. I would frequently ask him to hold my bicycle for me, and I would then walk off and leave him in charge of it

THE PRESIDENT'S TRIP.

HOW HE WAS RECEIVED OVER THE COUNTRY

Pictures Showing the Enthusiasm of the Reception in Chicago and Omaha—Sketches of Interesting Incidents of His Journeys—Like Every Other Trip—Minor Matters.

THE STEAM RAMS AT MEMPHIS.

Starting Her Log On The Mississippi River During The Civil War.

New York Sun.

The pier in front of the head appointed by Secretary Welles to discuss plans of steam rams, floating batteries and other appliances for harbor defense and additional interest to many paper contributed by Gen A W Ellet to the current number of Battles and Leaders of the Civil War. General Ellet was a younger brother of the late civil engineer Col Charles Ellet who designed the Mississippi ram fleet which was the first to see attack and defense in the earlier years of the civil war subsequent to 1862 to combat on whose side have somewhat distorted public opinion and appreciation of his brilliant and original achievements.

One of the points fully brought out in the present paper is that while Colonel Ellet operations with the ram fleet were [illegible] by the Western rivers, were fully approved by the Washington authorities, and were carried out in the main in accordance with the plans of the civil engineer who had designed the vessels and fitted them out, the naval officers who were detailed to co-operate with him were frequently at variance with him and with each other, and that the failure of the Confederates to destroy the fleet at Memphis was largely due to the want of harmony between the naval officers and Colonel Ellet.

Upon the passage of the fleet of rams and gunboats under the batteries of Vicksburg, Admiral Farragut, who was then in command of the Western squadron, wrote to Secretary Welles: "Colonel Ellet's vessels ran by the batteries of Vicksburg last night in fine style, and I am glad to say without the loss of a man. The Queen of the West was struck 13 times, the Monarch 7, and the Lancaster 17, but not seriously injured. Colonel Ellet is a host in himself, and I am glad to say is not hurt. He is a fine officer, and I am glad he is here to support me."

On one of Mr. Watkins's visits Mr. Stanton gave him the following order, which was complied with in the most expeditious manner: "Let Lieutenant Colonel Dudley, Major Allen, Captain Lawler, Captain Pinkney, Major Mackey, Major Bowers, Major Hammond, Major Hitchcock, Major Hardie, Major Eckert, Major Thomas, Major Myers, Major Hagner, Major Taylor

THE GAZETTE.

RAILROAD TIME TABLES.

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